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R E P O R T

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M E D I C A L O F F I C E R O F H E A L T H

F O R T H E Y E A R

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A. G. N E W E L L , M. D. , C. M. , L. M. , D. P. H.

Public Health Department,
"Dinsdale"
Marine Terrace,
BLYTH,
Northumberland.



MEMBERS OF THE AUTHORITY

Chairman	- Councillor J.W. Heatley
Vice Chairman	- Alderman F. Rafferty.

Appointed by the Blyth Borough Council.

Alderman H. Donnachie.	Councillor J.R. Curry.
Councillor A. Purves.	Councillor J.W. Heatley.
Alderman F. Rafferty.	Councillor F. Ridley.
Alderman R. Walker.	Councillor R. Turnbull.
Alderman A. Walton.	

Appointed by the Bellingtonshire Urban
District Council.

Councillor C.S. Kidd.
Councillor W. Mather.
Councillor W.C. Ward.

OFFICERS AND STAFF.

Medical Officer of Health

A.G. NEWELL, M.D. C.M. L.M. D.P.H. "Dinsdale House", Blyth.
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† Deputy Medical Officer of Health.

W.I. GORDON M.A. M.B. Ch.B. Waterloo Road, Blyth.
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Sanitary Inspector and Executive
Officer under Rat and Mice
(Destruction) Act, 1919.

JOHN DILKS, M.S.I.A.,

Rat Catcher.

A.F. CHAPMAN.

Clerk.

J. Morgan.

Clerk to the Authority

W.T. HARRISON, ESQ., "Dinsdale House", Blyth.
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Telegraphic Address:-
Portelth Blyth.

† Part-time appointment.



RIVER BLYTH PORT HEALTH AUTHORITY.
ANNUAL REPORT OF THE PORT MEDICAL
OFFICER OF HEALTH FOR 1944.

"DINSDALE",

Marine Terrace,
BLYTH.

8th February, 1946.

Mr. Chairman and Gentlemen,

I have the honour to present to you my Annual Report for 1945.

The Port Sanitary Regulations, 1933:- The arrangements in force at present for dealing with Declarations of Health Areas are as follows:- The Pilots who have consented to co-operate in the new regulations are supplied with Forms P.S.1., and issue these to Masters of Foreign ships. The Master, on completion, hands the form of Declaration to the Customs Officer or a member of the staff of the Medical Officer. If any one from the staff of the Medical Officer boards the ship prior to any Customs Officer he collects the Form of Declaration and leaves Form P.S.2., thus showing there is no medical reason for withholding pratique. This, of course, is when the declaration requires no Medical Inspection.

This method has so far been satisfactory, and the understanding between the Pilots, Customs Officers and Members of the Medical staff is efficient.

Vessels are boarded on arrival by the Medical Officer or Sanitary Inspector at their respective berths. H.M. Customs Officers are always on duty and board all foreign ships in the course of their duties. No person is allowed to disembark from board a foreign ship until it has been declared free either by the Customs Officer or the Medical Officer.

Notification to the Sanitary Authority is now sent direct to the registered telegraphic address: "Portelth Blyth", if any vessel should require special attention. Wireless messages are received at the Cullercoats station, which is situated about seven miles south of Blyth. These in turn are passed through the G.P.O. and sent to the above address. Flamborough is the nearest land signal station. Shipping agents sometimes receive wireless messages and if in relation to health, they are passed on to your Medical Officer. The Pilots, Customs, etc., hand in any information required as stated by the Port Regulations.

Port Health Amendment Regulations, 1945:- These came into force 1st December, 1945. There is no basic change in the present general procedure. There is a revised form of Declaration of Health. It is necessary for a Port Health Authority to take steps to secure that the Master of every foreign-going vessel approaching a port from foreign countries is furnished with copies of the revised form of Declaration of Health. The words "Port Sanitary Authority" shall in all cases be substituted by the words "Port Health Authority". If a Health Declaration has been made at one British Port and the ship within six weeks calls at another British Port the Master must inform the Customs House Officer or Officer of the Sanitary Authority which boards the ship first, of every case of illness since the first declaration. For the purposes of deratisation in future a ship having during the previous six months called at a foreign port arrives at an approved port, having no valid deratisation or deratisation exemption certificate, arrives at a British Port after calling at a Port outside England and Wales other than a foreign port will be deemed to arrive from a foreign port.

All other amendments concern the Medical Officer of Health regarding infectious diseases.

The other principal provisions resulting from the new Convention are:

(a) whilst the International Sanitary Conventions are principally concerned with what are known as the "Convention" diseases, viz: plague, cholera, yellow fever, typhus, and smallpox, the new Convention, with an eye to the circumstances of the immediate post-war period, requires Governments to inform UNRRA of outbreaks in their territories of other infectious disease of such a kind as might constitute a menace as between different countries. It is difficult to foresee whether any epidemic disease (not being one of the "Convention" diseases) might occur in this country in proportions menacing to other countries, and the prospects of such an occurrence are possibly remote, but the Minister has thought it well to include in the draft Regulations a provision which in such a contingency would enable preventive measures to be taken in an infected port against the spread of the disease to other countries;

(b) where the Port Medical Officer of Health finds a person to be a contact of one of the "Convention" diseases he can at present place the contact under "surveillance" by which is meant that the contact proceeds to his home or other place of destination, but that during the period of possible incubation the local Medical Officer of Health can make inquiries as to his state of health and, if necessary, medically examine him. The new Convention permits of Governments if they think fit, taking power to require a contact who is under surveillance himself to report periodically to the local Medical Officer of Health. In the Regulations, the Minister has not seen his way to introduce the latter system as a measure of general application but power is reserved by which such a requirement could if necessary be imposed at a particular port or ports with the Minister's authority.

(c) the new Convention permits of isolation as an alternative to surveillance in the case of unprotected smallpox contacts from an infected ship. A restricted provision for this is made in the draft Regulations where the Port Medical Officer considers that there is an exceptionally serious risk of smallpox being introduced. It is felt that where contact with virulent smallpox is concerned though surveillance should be the normal procedure, the temporary detention of some contacts might on occasion be necessary to avoid spread of the disease.

Source of Water Supply: -

(a) The Port is supplied by the Newcastle and Gateshead Water Co., on the South side of the river, and the Tynemouth Water Company on the North side.

(b) Ships are supplied from the mains which are laid along the loading, and most of the waiting berths, with the exception of the jetties at the West Staiths. The import dock is well provided with water mains at the East and West berths also the middle jetty.

(c) There is only one water boat in commission at the present time, and is the property of the Harbour Commission. Some time previous the last privately owned water boat which had supplied ships for many years was sold and gone to some other port. The water boat now supplying the ships is frequently inspected, but is always found to be in first class condition. It is periodically in dry dock for repairs, when the tanks are cleansed out and cement washed, also the structural condition is attended to.

Cargo Traffic - Shipped from Blyth, 1945:-

Coal and Coke - 3,662,688 tons.

Goods and Timber Imports - 15,621 tons.

" " " Exports - 17,197 tons.

AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR ENDED 31st DECEMBER, 1945.

TABLE A.

Vessels.	Number.	Tonnages.	No, by M.O.H.	Inspected by San. Inspector.	No. report- ed defective.	No. Vessels defects re- medied.	No. Vessels having the voyage infectious disease on board.
Foreign.							
Steam.	73	68,958	-	73	6	6	Nil.
Motor.	1	629	-	1	-	-	-
Sail.	-	-	-	-	-	-	-
Fishing.	1	170	-	1	-	-	-
TOTAL:-	75	69,717	-	75	6	6	Nil.
Coastwise.							
Steam.	1,748	1,430,172	-	1,743	117	117	Nil.
Motor.	444	120,584	-	442	14	14	-
Sail.	-	-	-	-	-	-	-
Fishing.	7	231	-	7	-	-	-
TOTAL:-	2,199	1,550,977	-	2,192	131	131	Nil.
TOTALS:	2,274	1,619,694	-	2,267	137	137	Nil.
			Coastwise.	Foreign.	Fishing.	Total.	
			39,248	1,525	64	40,837	

TABLE C.

CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS: NIL.

TABLE D.

CASES OF INFECTIOUS SICKNESS OCCURRING ON VESSELS DURING THE VOYAGE,
BUT DISPOSED OF PRIOR TO ARRIVAL: NIL.

The following are the Ports from which vessels have arrived:-

Foreign Ports.

FRANCE.. Caen, Cherbourg, Rouen, Dieppe, Morlaix,
Fecamp, Havre, Calais.

SWEDEN.. Mo, Gothenborg, Gefle, Nykobing, Otterbackin,
Skoyhall.

NORWAY.. Stavanger, Trondjem, Tromso, Oslo, Sandnessfjord.

GERMANY.. Bremerhaven, Hamburg, Brunsbottel.

DENMARK.. Fredrikshaven, Copenhagen.

HOLLAND.. Rotterdam, Ymuiden.

CANADA.. Sidney, New Brunswick.

FINLAND.. Kotka, Kemi, Himango.

NATIONALITIES.

BRITISH.....	2,028
SWEDISH.....	61
NORGE.....	41
DUTCH.....	69
FRENCH.....	29
DANISH.....	25
GREEK.....	6
BELGIAN.....	3
ICELANDIC.....	1
POLISH.....	1
IRISH FREE STATE.....	1
CYPRIT.....	1
	<hr/> 2,266
8 FISHING VESSELS.....	<hr/> 8
GRAND TOTAL.....	<hr/> 2,274

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

The following table shows the number of vessels boarded in Blyth by the Officers of the Port Sanitary Authority, on account of coming directly or indirectly from foreign ports, infected, or suspected of being infected, with Cholera, Plague, Yellow Fever, Small Pox or Typhus Fever.

DATE 1945	FROM INFECTED PORTS TO BLYTH		FROM SUSPECTED PORTS TO BLYTH		TOTAL
	DIRECT	INDIRECT	DIRECT	INDIRECT.	
January	-	1	-	3	4
February	-	1	-	-	1
March	-	-	-	4	4
April	-	-	-	2	2
May	-	-	-	1	1
June	-	-	-	-	-
July	-	-	2	-	2
August	-	-	2	1	3
September	-	-	1	-	1
October	1	-	4	-	5
November	-	-	2	-	2
December	-	-	2	1	3
TOTALS.	1	2	13	12	28

Number of vessels found having Sanitary or Structural defects:-

	Structural Defects		Sanitary Defects		Total
	Foreign	Coastwise	Foreign	Coastwise	
British Steam	-	43	-	44	87
" Motor.	-	10	-	3	13
" Sail.	-	-	-	-	-
Foreign Steam.	3	13	2	18	36
" Motor.	-	1	-	-	1
" Sail.	-	-	-	-	-
	3	67	2	65	137

Defects in the vessels on Page 5 have been dealt with as follows:-

Defects.	Work in hand	Work completed	Total
Forecastles to repair.	-	8	8
Forecastles to clean out.	-	6	6
Forecastles to paint out.	-	16	16
Forecastle Door to repair.	-	1	1
73 Ports to repair.	-	21	21
Galleys to repair.	-	8	8
Ventilators to repair.	-	3	3
37 Beds to destroy.	-	5	5
New Lockers to fix.	-	5	5
Fresh water tanks to clean out & repair.	-	8	8
Bathrooms to repair.	-	3	3
Messrooms to repair.	-	5	5
Officers Rooms to repair.	-	5	5
Officers Rooms to paint out.	-	2	2
Pantry to repair.	-	2	2
Lavatory tanks to repair.	-	4	4
Lavatory basins to fix.	-	4	4
Decks to wash down.	-	2	2
Meat safe to repair.	-	1	1
Scupper to clean out.	-	1	1
Radiator to repair.	-	1	1
Bugies to repair.	-	3	3
W.C.'s to repair.	-	5	5
W.C.'s flushed onto Quay.	-	18	18
	-	137	137

HYGIENE OF CREW'S SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel.	Number inspected during 1945.	Defects of original construction	Structural defects through wear and tear.	Dirt, Vermin, and other conditions prejudicial to health.
British	2,028	6	46	48
Other Nations	239	-	17	20
Total.	2,267	6	63	68

TOTAL DEFECTS.....137.

VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, &c.

The following table gives a list of vessels boarded during 1945 by the Medical Officer of Health or Sanitary Inspector on account of diseases on board during the voyage, or at the time in Port, or while lying in harbour.

Date. 1945.	Name of Vessel.	Nation- ality.	Where from.	Rating.	Sickness.	Remarks.
JAN. 1st	Francis Fladgate	British	London	Steward	Influenza	P.O.T. To see doctor
1st	Greenholm	Danish	London	Radio Officer	Ear Trouble	To see M.O.H.
14th	Avonwood	British	London	Sailor		To see doctor
17th	Mistley	British	Middlesbrough	Fireman	Stomach trouble	Receiving treatment
23rd	Wiltshire Seaman	British	London	Able Seaman	Scabies	To see doctor
26th	Empire Trent	British	Tynes	Fireman	Hernia	
FEB. 20th	Beltey	British	Poolemouth	Sailor	V.D.	Treatment in Blyth.
MAR. 2nd	Sulev	British	Tyne	Mate		
6th	Jebshaven	Dutch	Hull	Steward	Congestion of lungs	Removed to hospital
16th	Belgian Trader	Belgium	Antwerp	Sailor	Accident to feet	Receiving treatment
20th	Betswood	British	Shoreham	Mess Boy	Laryngitis	-do-
29th	Belgian	Danish	Southampton	Sailor	Skin trouble	-do-
29th	Largo	British	London	Mate	Accident to hand	-do-
APRIL. 10th	Lysaker IV.	Norve	Roomester	Sailor	Accident to chest	-do-
20th	Ramava	British	Dieppe	-do-	V.D.	Left at Dieppe
24th	Tug. T.I.D. 126	British	Hull	Captain	Stomach Ulcers	Removed to R.V.I.
JUNE. 29th	Cormain	British	London	Sailor	Septic Hand	Receiving treatment
JULY. 22nd	Windsor Queen	British	London	Mate	Appendix	Removed to R.V.I.
30th	Anna	Belgian	Antwerp	Sailor	V.D.	Treatment at Blyth
AUG. 6th	Faxfleet	British	Upswich	2nd Mate	Accident to hand	F.O.T.
21st	m/v Sociality	British	Cowes	Sailor	V.D.	To receive treatment
21st	Southport	British	London	Sailor	V.D.	-do-
24th	The Marchioness	British	Southampton	Sailor	Ear trouble	P.T.
28th	Kirkwood	British	Fredrikshaven	Sailor	V.D.	Receiving treatment

Date.	Name of Vessel.	Nation- ality.	Where from.	Rating.	Sickness	Remarks.
1945						
SEPT.						
5th	Jernefield	Norge	London	Sailor	Accident	
6th	Dorrien Rose	British	Rouen	Fireman	Stomach trouble	P.T.
11th	Lucent	British	London	Wireless Op. & Fireman	Fatal accident	To receive treatment
14th	Maywood	British	Portsmouth	Mess Boy	Boils	To receive treatment
15th	Empire Beaconsfield	British	Kemi	Passenger	Mental trouble	-do-
18th	Empire Gulliver	British	Tr omsø	Fireman	Bronchitis	-do-
20th	S.T. T.I.D. 152	British	Sunderland	Cook	Burns	Removed to K.M. Hospital
20th	Venera	Swede	Gothenborg	Deck Boy	Tonsillitis	Receiving treatment
21st	Stanhope	British	Fredrikshaven	Mess Boy	V.D.	Attending Clinic
OCT.						
10th	Cedartree	British	London	Sailor	Ear trouble	To see Specialist
29th	William H. Daniels	British	London	Fireman	Stomach	Examined by doctor
NOV.						
7th	Algol	British	Hamburg	Engineer	Dental trouble	P.T.
16th	Laurieston	British	Grangemouth	Fireman	Ear trouble	P.T.
20th	Empire Conference	British	London	Sailor	Tonsillitis	Paid off
22nd	Hawkwood	British	London	Steward	Scabies	Receiving treatment
23rd	Celtio Queen	British	London	Fireman	Rheumatism	-do-
23rd	Highwear	British	London	Bo'sun	Influenza	Sent home for treatment
DEC.						
2nd	Narocz	Polish	Ghent	Steward	Tonsillitis	Examined by doctor
13th	Francis Fladgate	British	London	Sailor	Fatal accident	In London

FOOD INSPECTION:-

(1) As there is no importation of food at the Port, the action under the Public Health (Imported Food) Regulations, 1925, the Imported Milk Regulations, 1926, also the Public Health (Preservatives, (Imported Food) Regulations, 1937, is nil.

(2) Shellfish - Public Health (Shellfish) Regulations, 1915,- An Order is in force under the above Regulations prohibiting the distributions for sale for human consumption, of shellfish brought from any public laying or bed situate on any part of the foreshore of the River Blyth (unless such shellfish has been relaid in pure water for a period of at least two weeks). Copies of the Order are publicly displayed at all parts of the harbour. No action has been taken regarding the Public (Cleansing of Shellfish Act, 1932). No action has been taken regarding the Public Health (Shellfish) Regulations, 1934.

(3) Number of samples of food examined by Bacteriologist - 6. Analyst - Nil.
Samples of shellfish (Mussels and Winkles) were sent by your Medical Officer of Health to the bacteriologist during the year. The samples taken revealed an alarming high bacterial count. The estimated number of B.coli per mussel varied from 20,000 to 2,000,000. These figures show how dangerous the consumption of these might be to the people.

RATS & MICE DESTRUCTION ACT, 1919.

INFESTATION ORDER. S.R. & O. 680. 1943.

The River Blyth Port Health Authority is represented by your Sanitary Inspector on the Rodent Planning & Advisory Committee for the area, Regional Area No.1. Your Authority give all possible assistance and co-operation with the Borough of Blyth to deal with infestations and the carrying out of repressive measures essential to the campaign.

One Meeting was held during the early part of the year at Newcastle-on-Tyne at which your Sanitary Inspector attended.

MEASURES AGAINST RODENTS.

1. STEPS TAKEN FOR DETECTION OF RODENT PLAGUE:-

- (a) In ships in Port. On arrival at the Port, vessels are examined, and, if there is any evidence of rats, notice is at once served on the Master. The Port Sanitary Authority have their own official rat-catcher, who is engaged when the occasion arises. Particular attention is paid to vessels arriving either directly or indirectly from infected or suspected ports. During the year seven rats have been sent for bacteriological examination by your Medical Officer for evidence of Plague, but in no case was the result positive.
- (b) On Quays, Wharves, Warehouses, etc., in the vicinity of the Port. Poison baits are laid regularly along the river banks, and around the docks, warehouses, dry docks, and the ship-breaking yard. The Harbour Commission and the Dry Docks and Shipbuilding Co., are regularly informed of any infestation and where action is necessary they willingly co-operate to abate any nuisance caused by Rats. The results appeared highly satisfactory, and a fair number of dead rats were recovered. Private firms throughout the year laid rat poisons in an effort to keep their premises as free as possible from rat infestation.

2. - MEASURES TAKEN TO PREVENT THE PASSAGE OF RATS BETWEEN SHIPS AND THE SHORE:-

Rat guards are kept by the Port Sanitary Authority for use when required. Rat guards are used during the fumigation and are kept attached to the mooring ropes till the vessel is ready for sea. Special attention is given to gangways, ladders, etc.

3. - METHODS OF DERATISATION OF:-

- (a) SHIPS. Fumigation. -- Some vessels deratised during the year were done with Sulphur Dioxide. The method employed is that of burning sulphur in specially constructed pails, and sealing the compartments down for a period of from six to eight hours. The standard required for International purposes is 3-lb. of sulphur per 1,000 cubic feet of space, and sulphur of good quality only is used. Care is exercised to see that the proper cubic capacity of compartments is correctly estimated. The work has been carried out by private firms all of whom are established on Tyneside.

More vessels have been fumigated with HCN., gas during the year than has been the case in previous years. The work being carried out by skilled operators has at all times been found to be satisfactory. The standard for International purposes is 2 ozs. per 1,000 cubic feet for holds, cargo spaces etc., and 1 oz. per 1,000 cubic feet for super-structures, that is Officers quarters, Mess Rooms, Galleys, etc. Observations have proved that the gas has a deadly effect on Cockroaches, Bugs, Fleas etc.

When vessels are undergoing fumigation, every precaution is taken, such as the posting of Notices over the ship's sides, also the fencing off of the gangways to render the process as free as possible from accidents. The minimum period of exposure for this gas is two hours and effects a considerable saving of time compared with other methods, such as Sulphur Dioxide.

Trapping - It was found necessary to carry out trapping occasionally during the year, and while it can be very useful in clearing rats from single compartments, the method is not generally adopted where there are rat indications elsewhere. It is now recognised that fumigation, especially for International Sanitary Certificates, is the more satisfactory and efficient method for the destruction of rats.

Poisons - Poison baits are sometimes put down on vessels where there is only a slight indication of rats. It is also a convenient way of dealing with vessels which are laid up or where the vessels are having a short stay in port.

(b) PREMISES IN THE VICINITY OF DOCKS AND QUAYS. These are generally dealt with by poison baits as occasion may require. Trapping is also carried out on private premises.

4. MEASURES TAKEN FOR THE DETECTION OF RAT PREVALENCE IN SHIPS AND ON SHORE:- Daily inspections are carried out, and vessels are searched upon arrival by the Sanitary Inspector and the Rat Catcher. Special attention is given to foreign arrivals, also those from Infected or Suspected Ports. Old vessels where rat harbourage is more evident, are closely searched. Shore premises are also inspected, and advice is given to private owners on methods of rat destruction.

5. RAT - PROOFING.:- (a) The Docks, wharves, and warehouses are not of recent construction, and cannot be said to be rat-proof. As there is no importation of foodstuffs by ships, no storage facilities are offered for the feeding of rats, and the various places are fairly free of rodents.

(b) Advice is given to masters of vessels and occupiers of premises as to the best methods of making ships and premises rat-proof.

More vessels have been found verminous than in previous years. The conditions imposed by the war, and the necessary blacking out of port lights also the covering of ventilators naturally lead to a deterioration of health conditions in the fore-castle. 20 vessels have been fumigated for Bug and Cockroach infestation with Hydrogen Cyanide and Sulphur Dioxide. The latest ^{insecticide} now discovered thanks to the urgency of recent years is DDT, which I have no doubt will prove successful in the destruction of domestic parasites etc.

The regular use of insecticides is still urged upon Masters and Officers, more especially when there is only slight infestation, proper precautions taken in time will prevent a lot of trouble and dissatisfaction among crews.

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage	No.of ships	No.of Deratisation Certifi- cates issued.					No.of Derat- isati- on Exe mption Certifi- cates is- sued	Total Certifi- cat- es iss ued.
		After fumigation with.			Aft- er tr- apping poiso- ning	To- tal		
		H.C. N.	Sul- phur	H.C. N.& Sul- phur				
Ships up to 300 tons	-	-	-	-	-	-	-	-
Ships from 301 to 1000	-	2	-	-	-	-	5	-
Ships " 1001 to 3000	-	1	2	-	-	-	8	-
Ships " 3001 " 10000	-	-	-	-	-	-	1	-
Ships over 10,000 tons	-	-	-	-	-	-	-	-
TOTAL.	-	3	2	-	-	-	14	19

Number of Rats destroyed during the year ended 31st December, 1945.
(1) On Vessels.

TABLE E.

Number of:-	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
Black Rats	14	4	3	5	12	6	-	2	16	18	23	-	103
Brown Rats	-	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-	-
Examined	14	4	3	5	12	6	-	2	16	18	23	-	103
Infected with Plague	-	-	-	-	-	-	-	-	-	-	-	-	-

(2) In Docks, Quays, Wharves, and Warehouses.

TABLE F.

Number of:-	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
Black Rats	-	-	-	-	-	-	-	-	-	-	-	-	-
Brown Rats	19	21	54	14	27	21	8	13	17	7	17	6	196
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-	-
Examined	-	-	-	-	2	1	-	1	-	-	-	1	6
Infected with Plague	-	-	-	-	-	-	-	-	-	-	-	-	-

Poison Bait laid on Docks, Quays, Wharves, and Warehouses, during the Year 1945.

TABLE H.

	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
	75	70	130	75	130	100	65	95	90	100	115	100	1,155

TABLE G.

Measure of Destruction on Plague "infected" or "Suspected" vessels, or vessels from Plague infected ports arriving in the port during the year, 1945.....NIL.

I have the honour, to remain,
Your Obedient Servant,

A.G. NEWEILL,
Port Medical Officer of Health.

TO: The Chairman and Members,
River Blyth Port Health Authority.





